

SHIPPING & WATERFRONT NEWS

OLD RUDDER OF IDE WILL BE REPAIRED

From two to three weeks will be required to repair the rudder of the Japanese freight steamer Ide Maru, according to the report of Surveyors E. Kopke and John Muirhead made public today after a thorough survey acting for Lloyd's.

"The old rudder will be repaired," said Mr. Kopke this morning. "There are not the facilities here for making a new one. It will take from two to three weeks to make the repairs."

Capt. T. Uchiyama said today it will not be necessary to discharge any of the cargo here in order to facilitate shipping the repaired rudder. The cargo will remain intact, and the Ide will go into drydock when the rudder is ready to be shipped. She will then resume her voyage to Vladivostok, which she began from Tacoma February 24.

There are no other repairs to be made. Some of the Ide's cargo has been damaged more or less by sea water as a result of the tremendous seas in which she wallowed for 37 days while beating her way to this port with a jury rudder after the middle portion of the original rudder carried away. A try-sail and stay-sail assisted her voyage here when the winds were favorable.

ANYO BRINGS GUNNIES AND PICTURE BRIDES

At noon today the T. K. K. South American liner Anyo Maru steamed from the office for Hilo, San Francisco and South America. She left Pier 7 at 6 o'clock this morning to make room for another ship of the Toyo Kisen Kaisha fleet, the Nippon Maru, which docked at 8:15.

The Anyo brought to Honolulu, when she tied up at Pier 7 yesterday afternoon at 4:15, one second-class passenger, 29 steerage, including 17 women, mainly picture brides, and 502 tons of cargo, including 425 bales of sugar gunnies.

For San Francisco the liner has 13 first-cabin, 11 second and 20 steerage, and for ports beyond, including Mexico, Central and South America, three first-cabin, 27 second and 481 steerage.

Cargo for Hilo is 760 tons. Capt. F. Burman, former master of the American steamer Mackinaw, is a through passenger on the Anyo Maru, bound for San Francisco. He delivered the steamer at Japan, after she was purchased from Flood Brothers in Vladivostok.

Many Cases of Kona Coffee Go Out to Manila

Sheridan Takes 1200 Cases and 100 Boxes of Island Pines; Few Passengers

A fine lot of Kona coffee grown on the Big Island left at noon today for Manila on the U. S. army transport Sheridan, Capt. William A. Carleton. It consisted of 1200 cases. There were also 100 cases of island canned pines for Uncle Sam's fighters in the Philippines.

Freight out from this port was about 165 tons. The transport finished coaling shortly after 10 o'clock this morning and got away at noon as scheduled. Capt. Carleton estimates it will take his ship 14 days to reach Guam, the port of call between this port and Manila.

Only 10 passengers left from Honolulu.

80,000 CASES OF PINES LEAVING EACH MONTH

Although the Matson Navigation Company is moving 80,000 cases of canned pines a month now from the islands to San Francisco, the congestion is still acute, and there is not much prospect of it lessening up, now that the Great Northern is off the run until next winter.

There are 600,000 cases to be moved between now and the end of July, at the rate of 80,000 a month, only 320,000 will have left here by the end of that month, leaving 280,000 on hand then awaiting shipment, unless by some mysterious manner more can be taken between now and then.

After August 1, there will be 100,000 cases a month to be shipped from then until January 1, 1917. This is 20,000 a month more than the Matson steamers, which are doing their very best to handle the business, can take care of, even if the present congestion should be cleaned up.

The Wilhelmnia, sailing Wednesday, will take 27,000 cases. The Mauna, steaming April 25, will take out 32,000. The Matsonia will load another 27,000 and the Lurline can carry 12,000 more. This will make 78,000 cases leaving here in a month from Wednesday. The Great Northern, however, on her last voyage from this port, took 60,000.

THE TIS STEAMS FROM PORT ON LAST VOYAGE

Honolulu bid goodbye at 10 o'clock this morning to the old Tietis, the sturdy coast guard cutter whose presence in this port has been a familiar sight for many years.

Towed by the coast guard cutter McCulloch, Capt. Byron L. Reed, which came over here from San Francisco for that purpose, the Tietis steamed from the navy slip with her propellers turning. It is estimated by officers of the Tietis that the voyage to the Bay City will require 14 or 15 days.

Capt. J. H. Brown and the Tietis' other officers put in a busy time saying goodbye to their many friends before the departure, and wives and sweethearts of the crew were present, so that quite a number saw the two handsome ships steam down the harbor and head out to sea.

Bids on the purchase of the Tietis have been advertised for in San Francisco papers. She has a crack in her low-pressure crank web, and will be placed out of commission on reaching San Francisco. The McCulloch will leave shortly on her Bering Sea cruise.

HARBOR NOTES

Thursday the schooner Beulah sailed from Columbia river for Honolulu.

The Inter-Island steamer W. G. Hall brought 5000 bags of Lihue sugar from Ahukini, Kauai, today.

Arrival at Yokohama yesterday of the T. K. K. steamer Tenyo Maru, from this port April 3, three days late, is reported.

Yesterday afternoon the Norse steamer Beiridge left from Pearl Harbor for San Francisco, after discharging her oil cargo.

Julius Bayer of H. Hackfeld & Co.'s shipping department has been sick for the last few days. He may return to work Monday.

Fifteen sacks of mail from San Francisco will arrive Tuesday morning in the Matson liner Mauna, due to dock at 7:30 at Pier 15.

Next mail for Australia and Pago Pago will leave Monday afternoon in the Oceanic liner Sierra about 4 o'clock, mails closing at 3 p. m.

Next mail from San Francisco will arrive Monday morning at 10 in the Oceanic liner Sierra. She has 390 sacks. The Sierra will dock at Pier 10.

Next mail for San Francisco will be despatched by the postoffice in the Matson liner Wilhelmnia, steaming at 10 o'clock Wednesday morning from Pier 15.

Steaming at 10 o'clock this morning, the Inter-Island steamer Kilanea took out 30 cabin passengers and a good deal of freight for Kona and Kauai ports on Hawaii.

The four-masted schooner A. E. Coast is reported by Purser Pete Phillips of the Mauna Kea to have been bound into Hilo when the steamer was passing out.

The Inter-Island steamer, Mauna Kea brought in 188 passengers from Hilo and way ports this morning. They included 51 cabin, 10 way cabin, 110 deck and 17 way deck.

Freight landed by the Mauna Kea today was two autos, 11 crates of chickens, 11 cords of wood, 48 bags of cabbage, 20 bundles and 60 bags of awa, 60 bundles of box shooks and 214 sundries.

The crew of the wrecked T. K. K. liner Chiyo Maru has reached Yokohama, but Capt. Ernest Bent, her commander, is still at Hongkong, according to cable advices received by the Nippon Jiji.

Rates on freight from Japan to Honolulu have not yet been increased, but China cargo now brings a rate of \$25.50 a ton, the new general merchandise rate, according to officers of the Anyo Maru.

The Inter-Island steamer Kilanea steamed for Kona and Kauai, Hawaii, ports, this morning. Repairs to leaky steam pipes delayed the steamer, which was to have left yesterday noon, taking the Mauna Loa's run.

Sugar awaiting shipment on Hawaii is reported by the Mauna Kea today to be as follows: Oiaa, 20,000; Wailua, 10,000; Hawaii Mill, 30,000; Waiakoa, 15,000; Ognomea, 3500; Pepeekeo, 5000; Honouliuli, 6000; Hakakui, 22,780; Laupahoehoe, 17,554; Kaitiki, 4719; Kikaua, 2208; Hanakua, 7723; Paauhau, 26139; Honokaa, 12,500; Punaluu, 4295.

At 5 o'clock tomorrow morning the American-Hawaiian steamer Mexican will arrive, coming back empty from San Francisco. She will dock at Pier 20 and at once start loading 5000 tons of sugar here, steaming Monday night for Kahului and Hilo to load the balance of her sugar cargo for San Francisco, for transshipment to Eastern refineries by rail overland.

BIG MAIL COMES FROM S. F. ON T. K. K. LINER

Bringing a big mail, 425 sacks, to Honolulu, but only five stopover passengers, the T. K. K. Intermediate liner Nippon Maru, Capt. H. Nagano, commander, docked at Pier 7 at 8:15 this morning, and is resuming her voyage to the Orient at 9 o'clock this afternoon.

A small through-cabin list was reported by Purser H. J. Grasset, who said the through passengers are only 59 first-cabin and 19 second. Steerage is small, also, with only 75.

Among the steerage passengers are 13 Igorottes, the genuine article, who are returning to their Philippine home after some trying experiences at side-shows in the San Francisco and San Diego expositions. Their business manager deserted them, they became penniless, and had to take any job they could get to scrape up money enough to buy steerage passage back to Manila. They wore cane hats about a third as large as their heads and looking like wicker lamp shades. This millinery gave them quite a Charley Chaplinish air.

Through cargo on the Nippon is heavy, 2900 tons. Purser Grasset said there is talk in San Francisco that the T. K. K. may put one of its profitable South American liners on the San Francisco-Orient run, to take the place of the Chiyo Maru, now pounded apart on the rocks of Lema Island, outside Hongkong.

SUGAR WILL GO EAST BY RAIL FOR PRESENT

Although the Panama canal is today again thrown open to traffic, the war department having issued a formal statement last night to the effect that it would be opened once more, after a deep-laying since September 18, local sugar men do not look for any island sugar to be shipped through the Big Ditch before the close of this year.

"So far as we know all Hawaiian sugar for the East will be shipped overland," said C. P. Morse, general freight agent of the American-Hawaiian's local office, this morning. "The Mexican and the Texan will be retained in service taking sugar cargoes from the islands to San Francisco for transshipment by rail to eastern refineries."

The probabilities are that the canal's reopening will not affect present rail shipments in the least, as the American-Hawaiian has chartered its steamers for other trade for the balance of the year.

Georg Rodlek, vice-president of the Sugar Factors, stated that the company has a contract with the American-Hawaiian line to take care of sugar shipments by diverting sugar cargoes at San Francisco, and taking them East by rail, this arrangement to continue for the present time, at least.

SIERRA DELAYED BY HEAD SEAS AND WINDS

At noon today the shipping and passenger departments of C. Brewer & Company, Oceanic agents here, received a radio from the Oceanic liner Sierra, Capt. J. J. Koughan, that owing to head seas and bad weather his steamer will not arrive off port from San Francisco until 10 o'clock Monday morning.

This means the Sierra will not dock until 11 o'clock or later, at Pier 10. She will steam for Pago Pago and Sydney, according to Superintendent James W. Robertson of Brewer & Company's freight and shipping department, at 4 o'clock Monday afternoon, taking mail, passengers, and a little freight from Honolulu.

GREAT NORTHERN GIVEN MORE TIME TO ANSWER

An additional 15 days has been granted the representatives of the steamer Great Northern in which to file their answer to the complaint of Clinton J. Hutchins, in which he asks \$15,000 as damages for alleged injuries received while a passenger on the vessel from San Francisco to Honolulu last February.

MYRTLES WILL SELECT BUILDER OF NEW BOAT

Selection of a mainland firm to build their new racing barge will be decided by members of the Myrtle Boat Club, at a meeting in the clubhouse at 5 o'clock tomorrow morning. The barge will cost approximately \$750. Proposed additions and repairs to the boat house also will be discussed. All members are requested to be present.

Cable advices to the Merchants' Exchange today are that the Philippine steamer Governor Forbes steamed today from Manila for San Francisco via Nagasaki and Honolulu.

Honolulu Stock Exchange

Saturday, April 15.

MERCANTILE. Bid. Asked. Alexander & Baldwin, Ltd. C. Brewer & Co.

SUGAR. Ewa Plantation Co. 33 1/2 32 1/2. Haku Sugar Co. 24 1/2 24 1/2. Hawaiian Agricultural Co. 48 1/2 48 1/2. Hawaiian C. & S. Co. 46 1/2 46 1/2. Honokaa Sugar Co. 11 11 1/2. Honolulu Sugar Co. 28 28 1/2. Hutchinson S. Plant. Co. 28 28 1/2. Kahuku Plantation Co. 26 1/2 26 1/2. Kekaha Sugar Co. 180 180 1/2. Koloa Sugar Co. 13 1/2 13 1/2. McBryde Sugar Co., Ltd. 34 1/2 34 1/2. Oahu Sugar Co. 17 1/2 17 1/2. Oloa Sugar Co., Ltd. 60 60 1/2. Paauhau S. Plant. Co. 100 100 1/2. Pacific Sugar Mill. 46 46 1/2. Pepeekeo Sugar Co. 46 46 1/2. Pioneer Mill Co. 8 1/2 8 1/2. San Carlos Mill Co., Ltd. 34 34 1/2. Wailua Sugar Co. 34 34 1/2. Wailuku Sugar Co. 34 34 1/2.

MISCELLANEOUS. Haku F. & P. Co., Pfs. 115 115 1/2. Haku F. & P. Co., Com. 115 115 1/2. Hawaiian Electric Co. 40 40 1/2. Hawaiian Pineapple Co. 19 1/2 19 1/2. Hon. B. & M. Co., Ltd. 115 115 1/2. Hon. R. T. & L. Co. 150 150 1/2. Inter-Island S. Nav. Co. 20 1/2 20 1/2. Mutual Telephone Co. 155 155 1/2. Oahu R. & L. Co. 106 106 1/2. Pahang Rubber Co. 10 10 1/2. Selma Dindings Plantation, Ltd., Pfd. 5 5 1/2. Selma Dindings Plantation, Ltd. (42 1/2 Pfd.) 40 40 1/2. Taniguchi Oloko Rubber Co. 40 40 1/2.

BONDS. Hamakua Ditch Co. 65 65 1/2. Hawaiian Irr. 65 65 1/2. Haw. Ter. 4 1/2 Rtd. 1905 99 99 1/2. Haw. Ter. Pub. Imp. 48 48 1/2. Haw. Ter. 4 1/2 48 1/2. Haw. Ter. 3 1/2 48 1/2. Honokaa Sugar Co. 6 1/2 6 1/2. Hon. Gas Co., Ltd. 58 58 1/2. Hon. R. T. & L. Co. 6 1/2 6 1/2. Kauai Ry. Co. 65 65 1/2. McBryde Sugar Co. 58 58 1/2. Mutual Telephone 58 58 1/2. Oahu R. & L. Co. 5 1/2 5 1/2. Oahu S. Co. 65 (redeemable at 103 at maturity) 108 1/2 108 1/2. Oiaa Sugar Co. 6 1/2 6 1/2. Pacific F. & P. Co. 65 65 1/2. Pacific Sugar Mill Co. 65 65 1/2. San Carlos Mill Co. 6 1/2 6 1/2.

Between Boards: Sales: 20, 40 Oiaa, 17 1/2; 190, 500, 450, 300, 25 Honokaa, 10 1/2; 100 McBryde, 13 1/2; 65, 10, 10 Pioneer, 46 1/2; 30 Wailua, 34 1/2; \$10,000 Oahu Sugar Co. 65, 108 1/2; \$20,000 Oahu Sugar Co. 65, 108 1/2; \$6000 Oiaa 65, 103 1/2; \$5000 P. S. M. 65, 100; \$5000 O. R. & L. 65, 106.

Session Sales: 10 Oahu Sugar Co. 34 1/2; 15, 100 Oiaa, 17 1/2.

Dividends. April 15, 1916—Pepeekeo (\$3 spl.), \$5, Wailua (spl. 40c), 60; O. R. & L. Co., 65; Oahu Sugar Co., 20; Hawaiian Sugar Co. (spl. 50c), 80.

Latest sugar quotation: 96 degrees test, 5.967 cents, or \$119.34 per ton.

Sugar 5.967cts

Henry Waterhouse Trust Co., Ltd.

Members Honolulu Stock and Bond Exchange. Port and Merchant Streets. Telephone 1208.

PASSENGERS ARRIVED. Per T. K. K. steamer Nippon Maru, this morning, from San Francisco—For Honolulu (stopover passengers): Mrs. J. T. Keith, Miss K. Keith, Thomas Blythe, Messrs. Barclay. Booked to leave from Honolulu at 4 this afternoon: J. M. Davis, Jas. Kennedy, Miss Kennedy, Mrs. J. Kawak, W. H. Farmer, A. Seligman, Mrs. A. Seligman.

WANTED. The Star-Bulletin Clerk.

TOO LATE TO CLASSIFY. FOR SALE.

MISCELLANEOUS. Automobiles, motorcycles, gas engines, second-hand; bargains. J. W. Kershner, King st., opp. Library. 6450—8t.

FOR RENT. UNFURNISHED HOUSES. \$20 per mo.—8-bedroom house unfurnished; end Kaimuki car line. Bishop Trust Co., Ltd., Bethel st. 6450—3t.

FOR SALE. BUSINESS OPPORTUNITIES. Machine and blacksmith shop, well equipped and doing a good business. Inquire at Nell's Workshop, 125 Merchant st. 6450—4t.

FOR SALE. AUTOMOBILES. Classy four-passenger raceabout in A1 condition. Box 335, Star-Bulletin. 6450—8t.

FOR RENT. FURNISHED ROOMS. Lady can have nicely furnished room in private home at Waikiki. Phone 7095. 6450—3t.

LOST. Library book, "Six Months to Sandwich Islands." Finder return to Librarian. Reward. F. R. Heath. 6450—3t.

As a woman's gold open-face watch. Reward. Phone Mills School. 6450—3t.

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